

Maryland Racing – Pimlico and Laurel Park Racing Facilities Redevelopment Project

Thoroughbred Racetrack Operating Authority
Project Summary Update

General Project Background (1)

- In 2020 Legislation passed The Racing and Community Development Act of 2020 which authorized MSA to issue up-to \$375M to fund improvements to both the Pimlico and Laurel Park Racing Facilities.
- The legislation was based upon concepts developed by TSG and racing industry representatives (MSA was not part of this process) and assumed:
 - Laurel Park would serve as the primary home for year round training and racing following redevelopment. (Defined a minimum \$155M investment)
 - Pimlico would accommodate a short race session around Preakness, but would no longer operate as a year round training and racing facility. The primary focus of redevelopment efforts would be on the establishment of an overlay configuration that maximizing year round use and surrounding development parcel establishment. (Defined a minimum \$180M investment)

General Project Background (2)

- MSA issued solicitation for A/E Services in July 2020 and finalized award to Ayers Saint Gross (“ASG”) in February 2021. Populous was partnered with ASG.
- Focused programming workshops for both facilities commenced in April, 2021. (Clubhouses, Tracks, Backstretch)
- After many iterations, an agreed upon program was finalized in late 2021 and estimates for the desired program were generated. Based upon significant changes in the desired program, the estimates were significantly over the available bonding capacity for the project. The project estimates were shared with leadership in early 2022.

General Project Background (3)

- In 2022, legislation was passed that directed MSA to issue two separate reports (NLT September 30, 2022 and January 1, 2023) that:
 - Describe efforts of interested parties and MSA to reduce overall project costs.
 - Report on the cost and schedule for Laurel Park based upon the programming desires of the current ownership group (TSG).
 - Report on the cost and schedule for Laurel Park based upon the implementation of recommendations from a horse industry led program.
- MSA requested that TSG confirm their desired program remained unchanged and started working directly with the MTHA on an industry led program.
 - TSG identified desired changes to their program.
 - MTHA programming kick off meeting was held in early June, 2022 and a desired program was agreed upon in October, 2022.
 - MSA generated estimates for the various program concepts. The cost of the revised MTHA program was greater than that of the TSG desired model.

General Project Background (4)

- In November 2022, MTHA expressed a desire to analyze an alternative program scenario that would maintain year round training and racing at both facilities.
- The alternative programming effort resulted in a revised concept plan for Laurel Park and two different Pimlico concept scenarios. Estimates were generated for these concepts.
- All identified scenarios still far exceeded the available project funding. A summary of costing was provided to the legislative committees within the final MSA report issued on January 1, 2023.

General Project Background (5)

- Additional considerations:
 - The need to maintain an operational track at all times requires a detailed transition plan. The original legislation appears to have underestimated the complexity and cost implications associated with the transition needs.
 - New backstretch housing is also an issue for the project. The original concept assumed a need for new housing at Laurel Park (beyond the \$375M). If a dual operations concept is pursued, there would also be a need for housing at Pimlico.
 - With the exception of accounting for infrastructure support, MSA has not been involved in the housing development plans.
 - The Racing and Community Development Act of 2020 required MSA to perform a feasibility study for establishing an Equine Health, Safety and Research Center at the redeveloped Laurel Park Facility. This study was completed and the corresponding report was issued to the appropriate legislative committees in February of 2021.

General Project Background (6)

- Completed Agreements
 - LifeBridge / MJC MOU: Completed April 18, 2022
- Open Agreements and Reports between State, City, TSG and MJC
 - Maryland Jockey Club Land Conveyance – Conveyance of property to City of Baltimore.
 - Pimlico Development Agreement – Outlines roles, responsibilities and requirements of MJC, City of Baltimore and MSA during the redevelopment. Biggest areas of disagreement relate to MJC's request for design approval rights and construction related restrictions surrounding Preakness.
 - Pimlico Long Term Operating Agreement – Work never commenced.
 - Pimlico Lease Agreement – Work never commenced.
 - TSG desired covenants and restrictions with the City of Baltimore – JMC shared 94 page document with City outlining desired covenant's and restrictions associated with surrounding development parcels.
 - Racing Commission Track Safety Report.

Pimlico— Programming Considerations

- Clubhouse

- Legislation assumed a 60-70K GSF clubhouse that would be flexible enough to serve the community while also serving as a hospitality setting during the short Preakness Session.
- The group analyzed various clubhouse options based upon TSG's identified programming desires.
 - TSG's programming desires result in clubhouse size that exceed the original legislative intent. The concept designs varied in size from ~100K GSF – ~135K GSF.
- More recent concepts that assumed Pimlico function as a year-round training and racing facility resulted in changes to the functionality of areas that would previously be addressed via overlay configurations now requiring permanent space within the clubhouse.

Pimlico— Programming Considerations

- Tracks
 - Original Legislative concept assumed a 15/16 mile dirt and 7/8 mile turf track.
 - TSG / MTHA expressed need to maintain the current 1 mile configuration. Expansion to a 1 mile configuration requires an additional 2 acres of land.
 - Reviewed various race distance programming requirements.
 - All concepts to date assume rotating the track to capitalize on the development parcel creation.

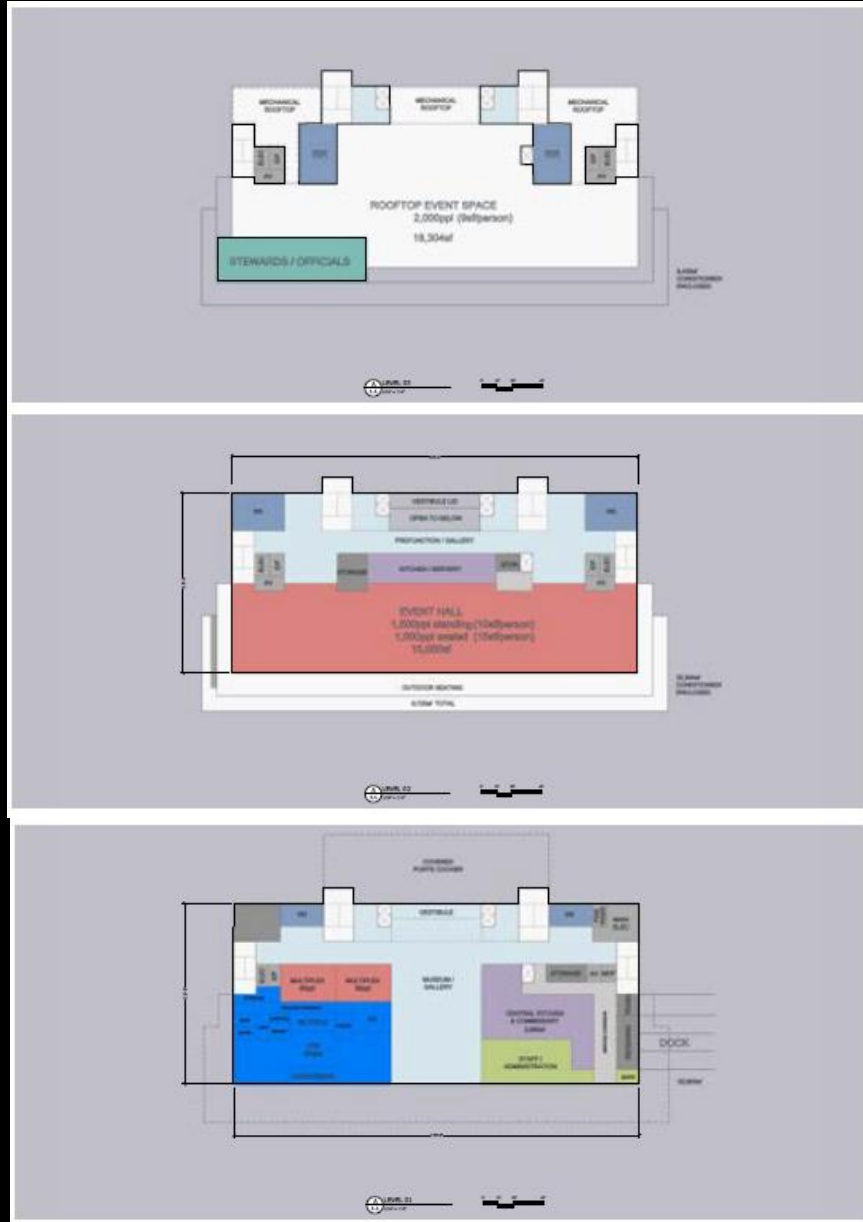
Pimlico— Programming Considerations

- Backstretch

- The original concepts assumed backstretch accommodations to be achieved via a 100% overlay scenario.
 - Under early concepts, MSA was providing permanent infrastructure connections to accommodate the overlay requirements.
- TSG requested a permanent Preakness Barn during programming confirmation efforts.
- More recent concepts that assumed Pimlico function as a year-round training and racing facility assumed year round of only ~400 stalls.
 - Analyzed concepts that utilized the infield to accommodate the backstretch and concepts that utilized the area to the west of the new clubhouse structure.

Various Pimlico Clubhouse Concepts

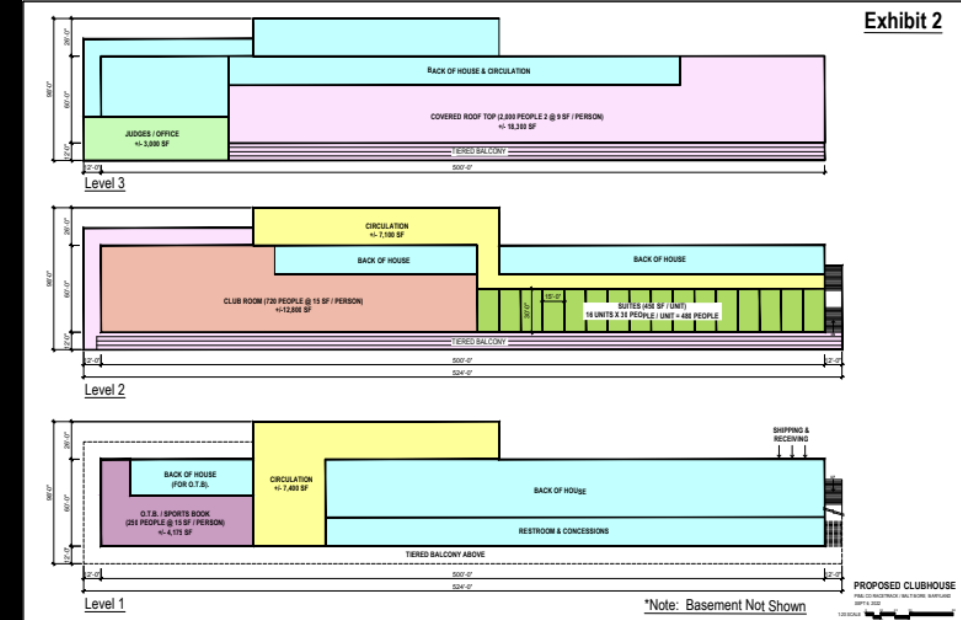
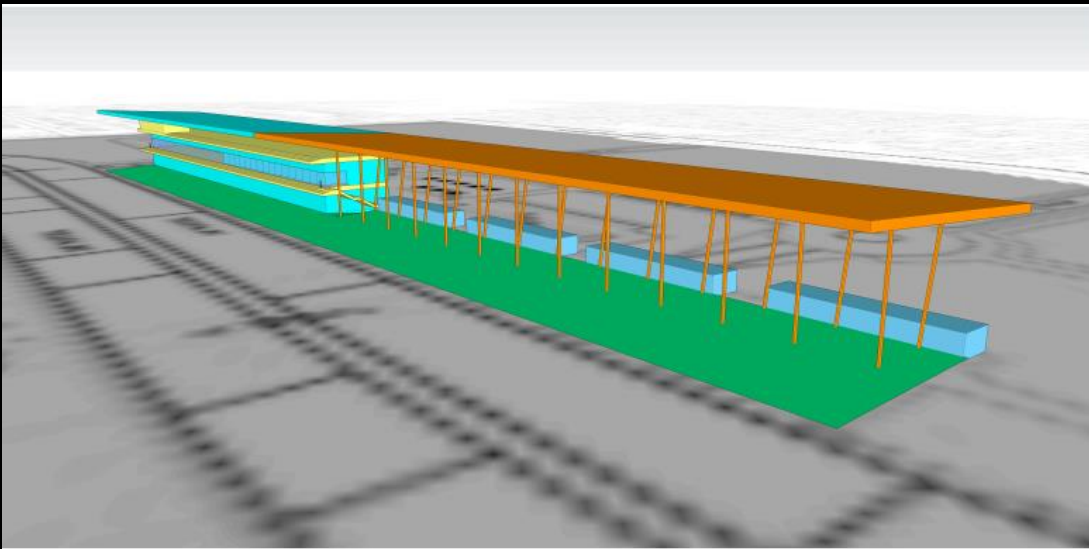
* Fall 2021 Program. Various subsequent iterations. Final Pimlico concepts assume 101,699 SF.



SPACE PROGRAM TABULATION

MULTI-USE CLUBHOUSE (4,000 CAPACITY)	IDEALIZED PROGRAM
MULTI-USE ASSEMBLY FACILITIES	
Meeting Rooms / Multi-Flex	1,850
Event Hall	15,780
Public Restrooms	4,620
SUB-TOTAL	22,250
FOOD SERVICE	
Central Kitchen (includes cold storage)	3,090
Level 2 Kitchen / Servery	1,720
SUB-TOTAL	4,810
OFF-TRACK BETTING	
PUBLIC FACILITIES	
Betting/gaming floor and lounge	3,075
Public Restrooms	510
Entry Vestibule	130
FOOD SERVICE	
Kitchen / Concessions	360
OPERATIONS / SUPPORT	
Mutuels	360
Office	200
Control	80
Money	150
Server / Security / MEP/T	275
Storage	235
Service Corridor	635
SUB-TOTAL	6,010
CIRCULATION / FRONT OF HOUSE	
Racing Museum Gallery / Prefunction	9,880
Main Entry Vestibule	600
Vertical Circulation Vestibules (Stair/Elevator)	2,940
Level 2 Prefunction	6,250
Stairs	7,350
Elevators	365
SUB-TOTAL	27,385
OPERATIONS / SUPPORT	
LOADING DOCK / RECEIVING / TRASH	
Receiving Dock / Trash / Recycle	750
Storage	1,790
MEP/T / AV	3,255
Service Corridors	1,810
SUB-TOTAL	7,605
RACING SUPPORT	
Stewards / Officials	3,515
SUB-TOTAL	3,515
ADMINISTRATION	
Staff / Offices	1,500
Security / Surveillance	600
SUB-TOTAL	2,100
UNCONDITIONED / OUTDOOR AREAS	
Outdoor Terraced Seating	9,720
Level 3 Roof Event Space	18,304
SUB-TOTAL	28,024
GROSS MULTI-USE CLUBHOUSE AREA	101,699

*TSG Generated
2022 Elongated
Concept shared
during 2022
program
confirmation.



MJC Clubhouse Concept Rough Take-off Conditioned vs. Non-Conditioned								
	Conditioned Main	Conditioned Circulation	Total Conditioned	Unconditioned Terrace	Unconditioned Roof	Unconditioned Circulation	Total Unconditioned	
Ground	30,000	4,420	34,420	0	0	720	720	
Second	30,000	4,420	34,420	8,688	0	720	9,408	
Roof	3,000	4,420	7,420	4,800	26,084	0	30,884	assumes only vertical circulation / judges area to be conditioned
Basement	15,000	0	15,000	0	0	0	0	assumes 1/2 building footprint
	78,000	13,260	91,260	13,488	26,084	1440	41,012	
	Conditioned		91,260					
	Uncondition		41,012					
	Total		132,272					

Various Pimlico Infield Deck Concepts

*Infield superstructure requested by TSG in Fall 2021.

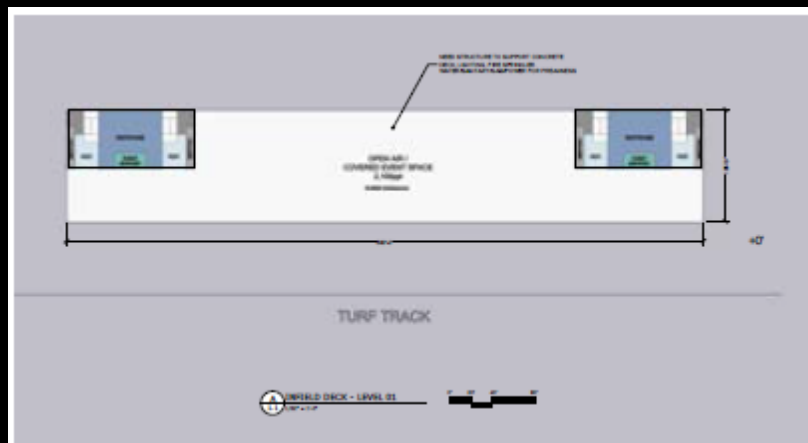


Figure 21 - Ground Level

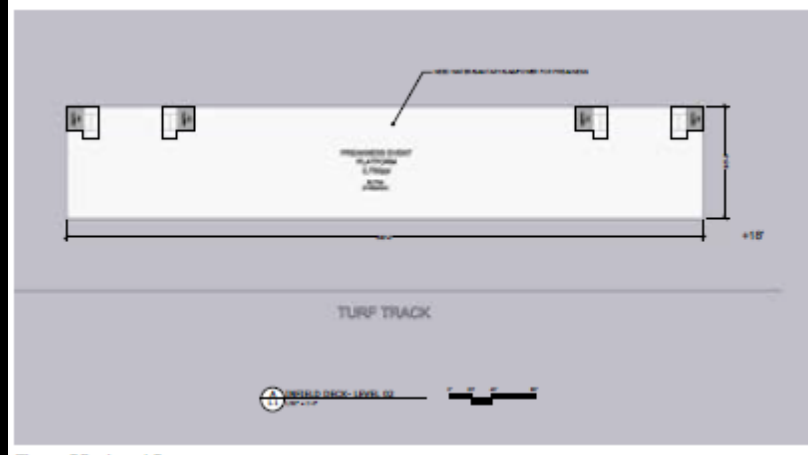


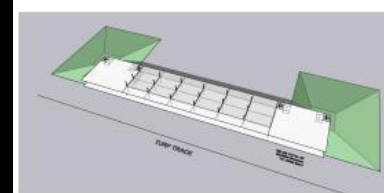
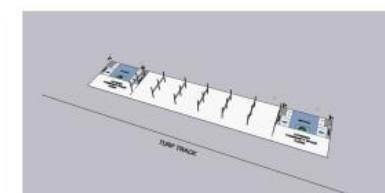
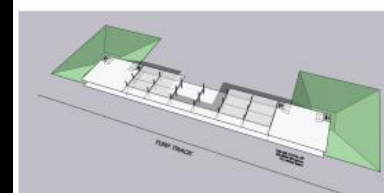
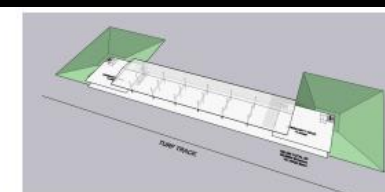
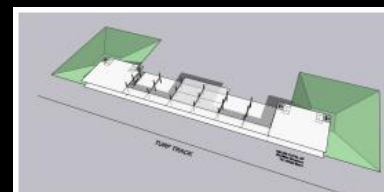
Figure 22 - Level 01

Programming

- Pre-function / Gallery
- Restrooms
- Off-Track Betting
- Food Service
- Event Space
- Racing Support
- Administration
- Operations and Support
- M/E/P/T
- Support Circulation

PROGRAM

INFIELD DECK	IDEALIZED PROGRAM	COMMENTS
LEVEL 1 COVERED EVENT SPACE	49,800	*Fire Sprinklers, Lighting, distributed Power, Sanitary, Gas and Water - 1,058 LF Security Fencing & Gates *
LEVEL 2 PRAKNESS EVENT SPACE	59,880	*Distributed power, sanitary, gas and water - 1,243 LF of Guard Rail (most sections need to be removable for Preakness overlay setup)*
EVENT SUPPORT	900	Change Room / Support, Fire Sprinklers
STAIRS	3,360	Enclosed, Fire rated
SECURE VESTIBULES	2,440	Fire Sprinklers
MEPT/AV/IT	2,720	Fire Sprinklers
STORAGE	1,200	Fire Sprinklers
PUBLIC RESTROOMS	5,700	*36 Men's Toilets / Urinals 56 Women's Toilets 34 Sinks • Includes required universal access toilets, adult & baby changing stations, mother's rooms • Includes Janitor's Closets & Supply Storage • Includes doors to subdivide restrooms for security and lower capacity year-round uses*
SUB-TOTAL	126,000	



Various Pimlico Backstretch Concepts



Figure 11

Legend

- ① Stable Gate
- ② Loading
- ③ Preakness Stable Zone (40)
- ④ General Racing Stables (168)
- ⑤ Quarantine Barn (4)
- ⑥ Jockey's Quarters
- ⑦ Test Barn
- ⑧ Saddling Paddock (14)
- ⑨ Outriders / Ponies
- ⑩ Offices
- ⑪ Temporary Camera Tower
- ⑫ Wash Bay Zone
- ⑬ Manure and Garbage Zone
- ⑭ Pedestrian Ramps / Tunnel
- ⑮ Clubhouse
- ⑯ Spectator Zone
- ⑰ Temporary Super Structure
- ⑱ Super Structure

EQUINE & STABLING

This temporary stabling zone scenario is designed to accommodate the Black Eyed Susan Day and the Preakness Stakes.

RACING STALLS

Temporary stabling tents and portable stalls.

- » 252 Total Stalls
- » Preakness Stakes (12'x12'): 20 horses + 20 Tack / Feed / Storage
- » Quarantine Barn (10'x12'): 4 stalls
- » Additional Stalls (10'x12'): 168 horses + 36 Tack / Feed / Storage

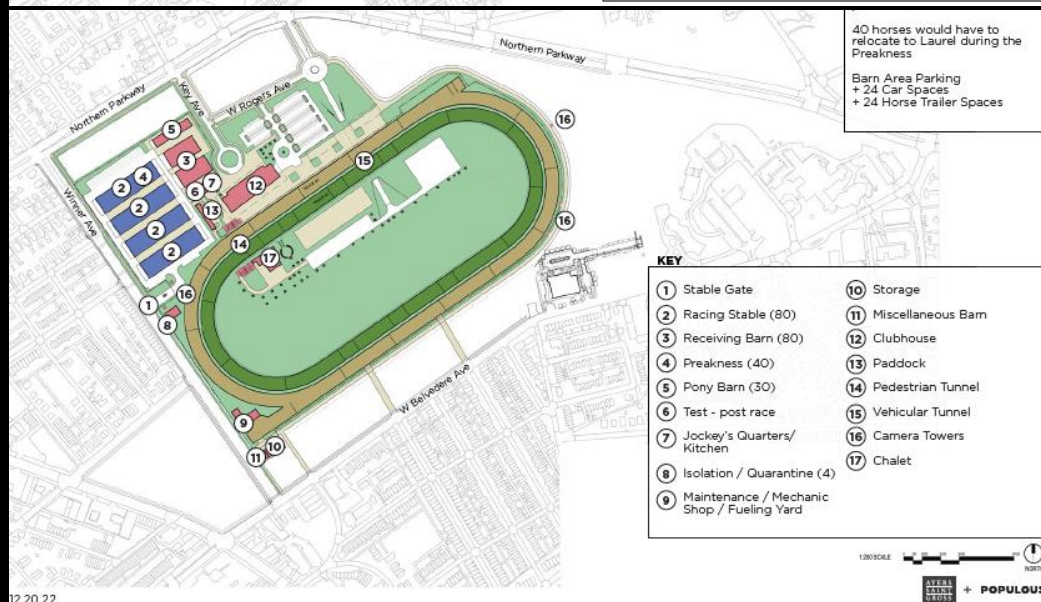
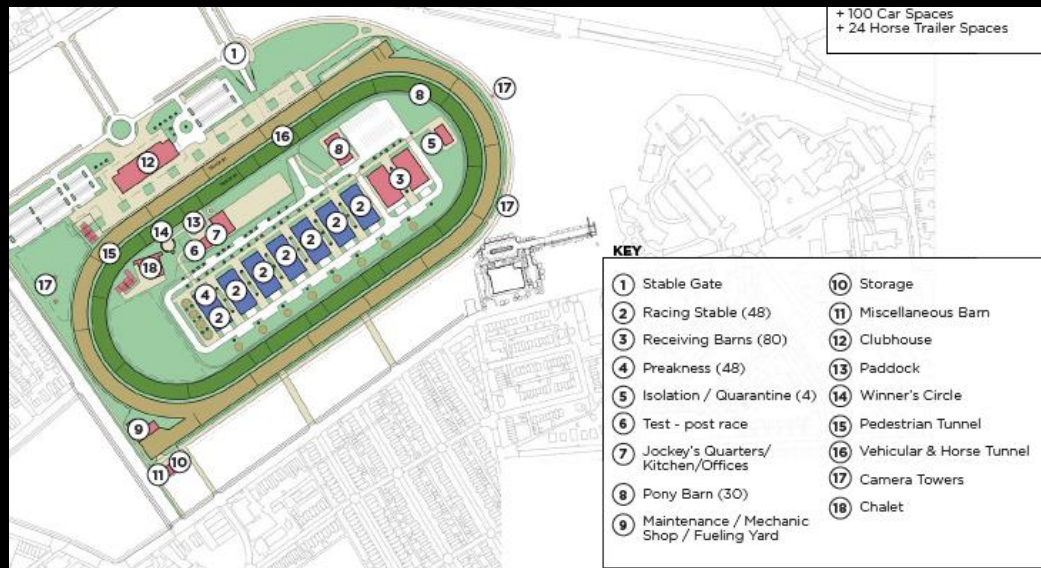
JOCKEY'S QUARTERS

10,000 square feet on ground level. Spectator suites on second level.

MJC, MRC, MTHA OFFICES

2,160 square feet.

*2021 Program concept



*2022 Dual Operations concepts.

Various Pimlico Track Concepts

We looked at three options for a one mile dirt track layout as shown below. Option 2 is our preferred option with Option 1 also possible. Option 3 shortens the straights more than what we think is acceptable. We have identified the 7/8 mile dirt track originally proposed as Phase 1.

We have not reviewed the turf track in detail but the starts should be similar to the existing track.

Existing Pimlico Dirt Track:

1. "Classic" mile track – 5,280' / 70' wide / 420' radius (approximate)
2. Finish line relatively close to 1st turn – approximately 150 feet.
3. Approximate Straights: 1,320'; Approximate Turns: 1,320'
4. 6 furlong chute tight due to W. Belvedere Ave.
5. 6.5 furlong chute in the turn – doesn't appear to be used as no record of 6.5 furlong race.
6. 1-1/4 mile chute tight due to W. Rogers Ave.

Option 1: Closely approximates "classic" track and existing track.

1. 5,280' / 70' wide / 420' radius
2. Straights: 1,320'; Turns: 1,320'
3. Finish line approximately 176 feet from 1st turn.
4. Improved 6 furlong and 1-1/4 chutes.
5. 6.5 furlong chute would impact Winner Ave – not recommended. No record of having raced at that distance on the current track.
6. Shifts track 178 feet plan east from Phase 1 plan affecting Life Bridge and Pimlico Pkwy.

Option 2: Shifts backstretch plan south 32 feet similar to Phase 1.

1. 5,280' / 70' wide / 436' radius
2. Straights: 1,270'; Turns: 1,370'
3. Finish line approximately 160 feet from 1st turn.
4. Improved 6 furlong and 1-1/4 chutes.
5. 6.5 furlong chute would affect Winner Ave – not recommended. No record of having raced at that distance on the current track.
6. Shifts track 160' feet plan east from Phase 1 plan affecting Life Bridge and Pimlico Pkwy.

Option 3: Shifts homestretch plan north 50' and holds backstretch at Phase 1.

1. 5,280' / 70' wide / 461.5' radius
2. Straights: 1,190'; Turns: 1,450'
3. Finish line approximately 135 feet from 1st turn.
4. Improved 6 furlong and 1-1/4 chutes.
5. 6.5 furlong chute would affect Winner Ave – not recommended. No record of having raced at that distance on the current track.
6. Shifts track 131' feet plan east from Phase 1 plan affecting Life Bridge and Pimlico Pkwy.

Phase 1: Shortens track length due to constraints plan east (Life Bridge).

1. 4,960' (7 furlongs) / 70' / 436' radius
2. Straights: 1,110'; Turns: 1,370'
3. Finish line approximately 160 feet from 1st turn.
4. Tight starts at 1-3/16 mile and 6 furlong.
5. No 6.5 furlong start.
6. Turf chute required in infield for 1-1/16 mile start, 1-1/8 mile start not available

Distance	Runup (ft)	Graded Stakes	Record Date	Notes	Option 1	Option 2	Option 3
4F			1925		X	X	X
4.5F	50		1997		X	X	X
5F			2003		X	X	X
5.5F			1999		X	X	X
6F (C)	5 (tight chute)	Miss Preakness / Mid Sprint / Chick Lang	2019		X	X	X
6.5F			1988				
7F			1951				
7.5F							
1M			1923				
1M 70yd			1958		X	X	X
1-1/16M	55		1995		X	X	X
1-1/8M		Black-Eyed Susan / DuPont Distaff	1989		X	X	X
1-3/16M	50	Preakness	1991		X	X	X
1-1/4M (C)	Tight Chute	Pimlico Special	1980		X	X	X
1-5/16M							
1-3/8M			1963				
1-7/16M							
1-1/2M			1940		X	X	X
1-9/16M					X	X	X
1-5/8M			1941		X	X	X
1-11/16M			1927		X	X	X
1-3/4M			1948		X	X	X
1-13/16M							
1-7/8M							
1-15/16M							
2M			1928		X	X	X
4F					X	X	X
4.5F					X	X	X
5F	20		2009		X	X	X
5.5F							
6F							
6.5F							
7F			1956				
7.5F					X	X	X
1M	50	Gallivette / Dinner Party	2000		X	X	X
1-1/16M	50		2007		X	X	X
1-1/8M			2004		X	X	X
1-3/16M			1986		X	X	X
1-1/4M							
1-5/16M							
1-3/8M			1997		X	X	X
1-7/16M					X	X	X
1-1/2M	20		1970		X	X	X
1-9/16M					X	X	X
1-5/8M							
1-11/16M							
1-3/4M							
1-13/16M					X	X	X
1-7/8M			1988		X	X	X
1-15/16M					X	X	X
2M					X	X	X

Race Distances + Dirt Track Comparison

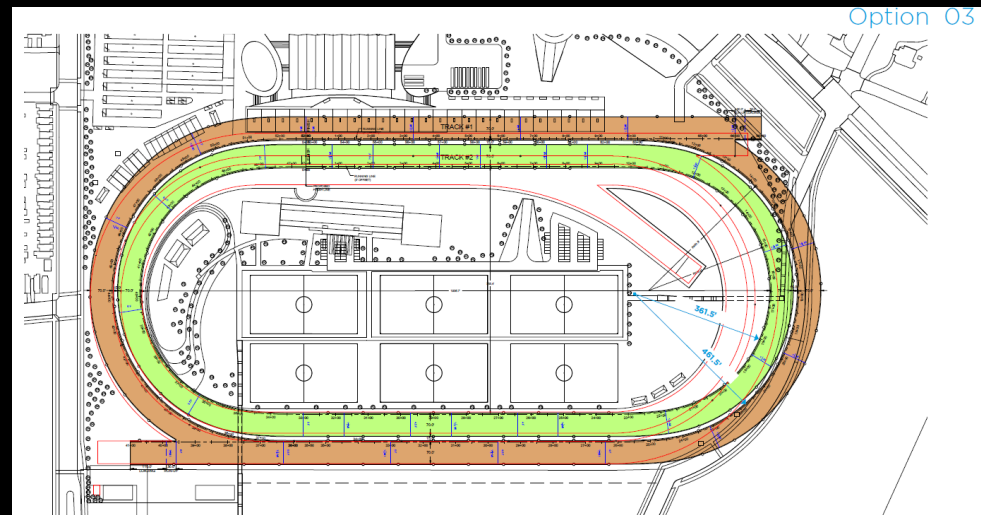
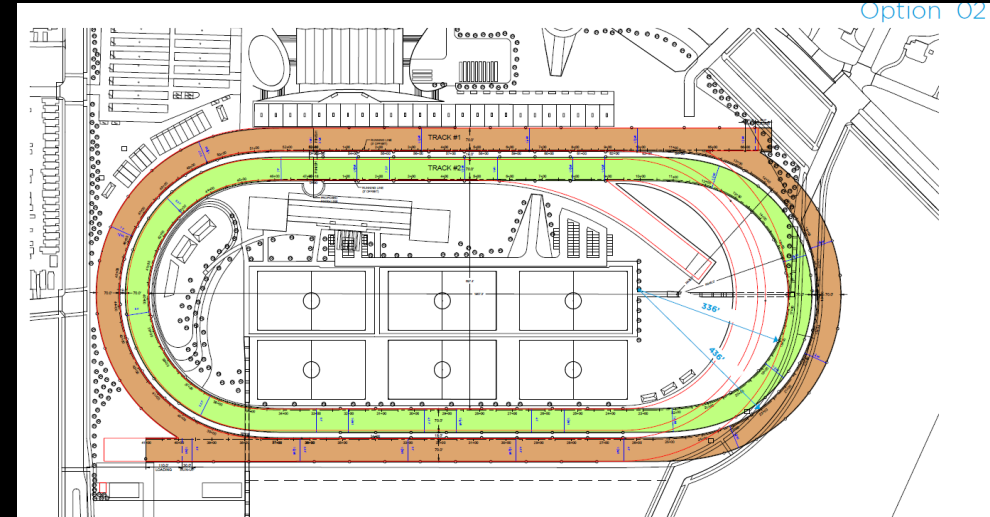
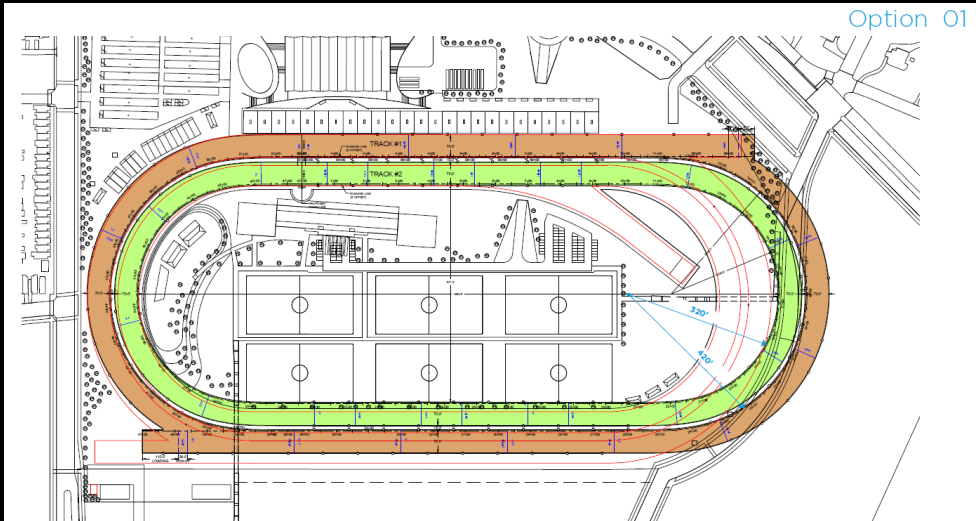
	Phase 1	Option 1	Option 2	Option 3
Length (ft)	4960	5280	5280	5280
Width Face to Face (ft)	70	70	70	70
Radius (ft)	426	420	436	461.5
Spiral (ft)	215	215	215	215
Straights (ft)	1110	1320	1270	1190
Difference from Classic Quartered Track (ft)	-210	0	-50	-130
Turns (ft)	1370	1320	1370	1450
Difference from Classic Quartered Track (ft)	50	0	50	130
Comparison to Phase 1:				
Added starts without chutes		1-3/16M	1-3/16M	1-3/16M
Added starts with short chutes		6F / 1-1/4M	6F / 1-1/4M	6F / 1-1/4M
Potential added start w/long chute		6.5F	6.5F	6.5F
Track Shift Plan East (ft)	0	178	160	131
Track Shift Plan South (ft)	0	-32	0	0
Track Shift Plan North (ft)	0	0	0	50

Notes:
Option 1 approximates existing track geometry
"Classic" quartered track has straights and turns equidistant.
Assumes 1/2 of spiral is included in straight length (2' offset from tangent).
Added 1-1/16 mile and 1-1/8 mile starts on turf with Options 1, 2 & 3 without chute.

Race distances not proposed.
No record of historic race at existing track.
Races with records dating back prior to 1970 are assumed to be no longer run at that distance.
Notes:
(C) indicates start in chute.
Runup is approximate distance from gate location to actual start.

*1-mile track options
generated July 2021

Various Pimlico Track Concepts



*1-mile track options
generated July 2021

Laurel Park – Programming Considerations

- Clubhouse

- Existing clubhouse is oversized. Analyzed various clubhouse configurations and concepts for a redeveloped clubhouse facility at a reduced size:
 - Partial demolition coupled with renovation.
 - Complete demolition and replacement
 - Complete demolition with a very small conditioned space capable of accommodating an OTB and administrative space.
- Locations
 - Located in general proximity of the existing clubhouse
 - Shifted to the opposite side of the track near the Brock Bridge Road / Whiskey Bottom Road intersection.
- Programming
 - Mixed use entertainment and dining focused scenarios that account for maximum open space flexibility.
 - Racing operations focused configurations.
 - Inclusion of paddock, and jockey quarters within the clubhouse

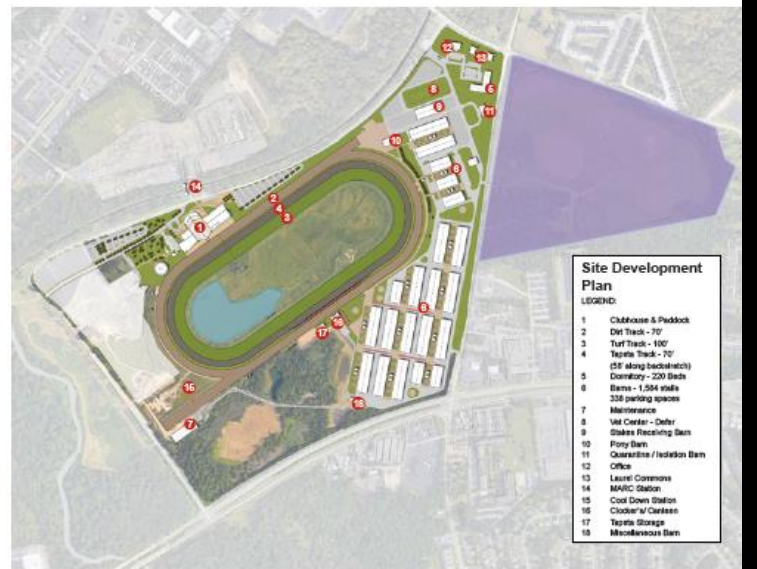
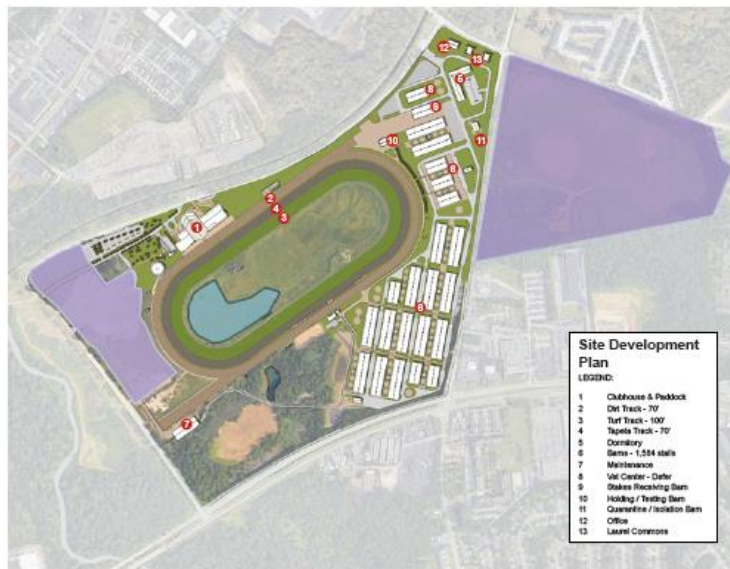
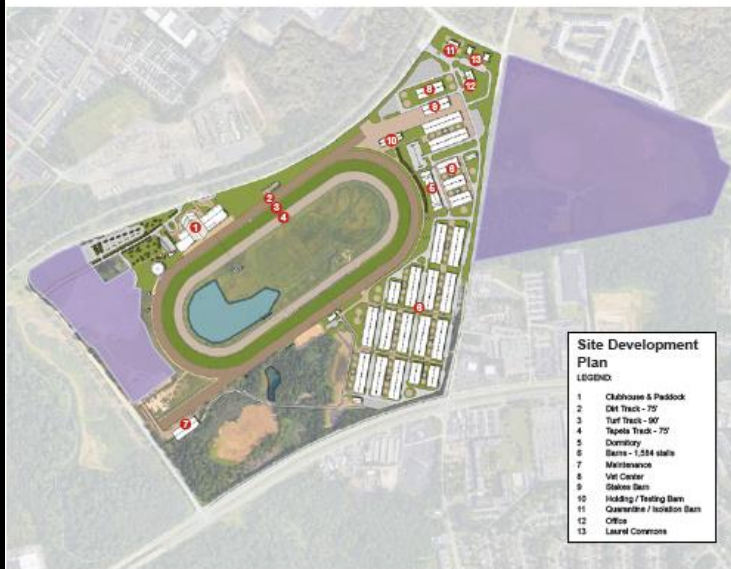
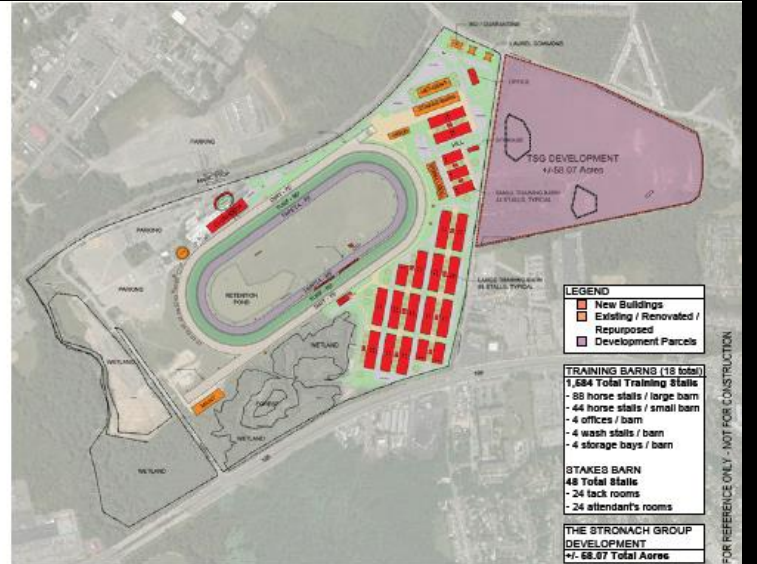
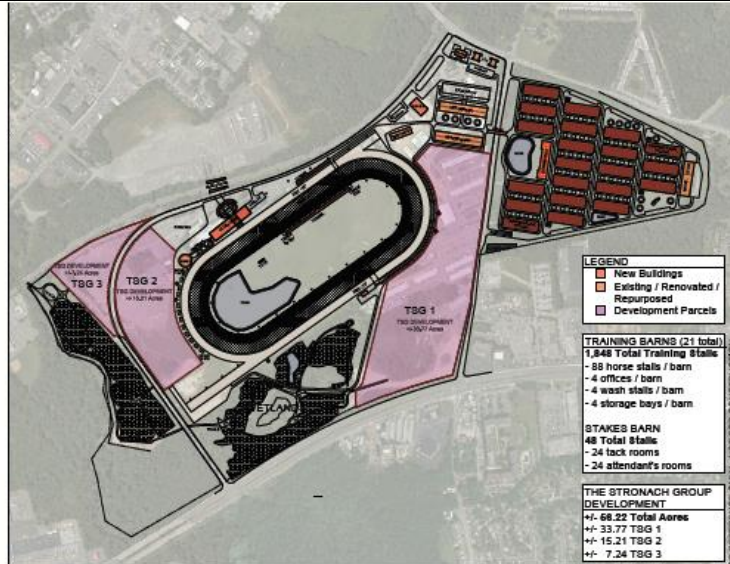
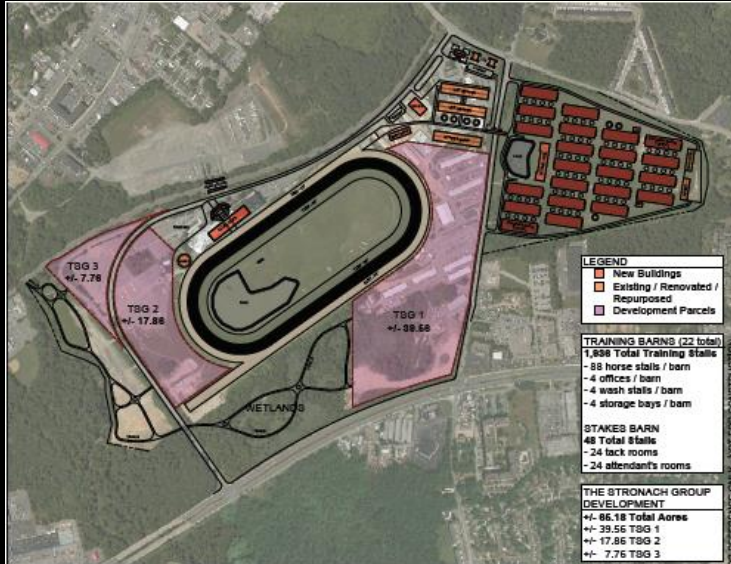
Laurel Park – Programming Considerations

- Backstretch
 - Original target of 1,600 Stalls to accommodate needs of year round training and racing operations.
 - Looked at various scenarios:
 - All within the existing backstretch footprint.
 - Majority on Brock Bridge Road (Phasing / Maintain Development parcel along Whiskey Bottom Road).
 - Utilization of both the Brock Bridge Road parcel and portions of the existing backstretch.
 - Analyzed various stable layouts. MTHA desire to balance fitting required stall counts in available footprints with reducing the number of athletes in each barn.
 - Other considerations
 - Separate study for Equine Health and Safety Center.
 - New backstretch housing required. The actual housing development is not included within MSA scopes, however, we did account for providing infrastructure.

Laurel Park – Programming Considerations

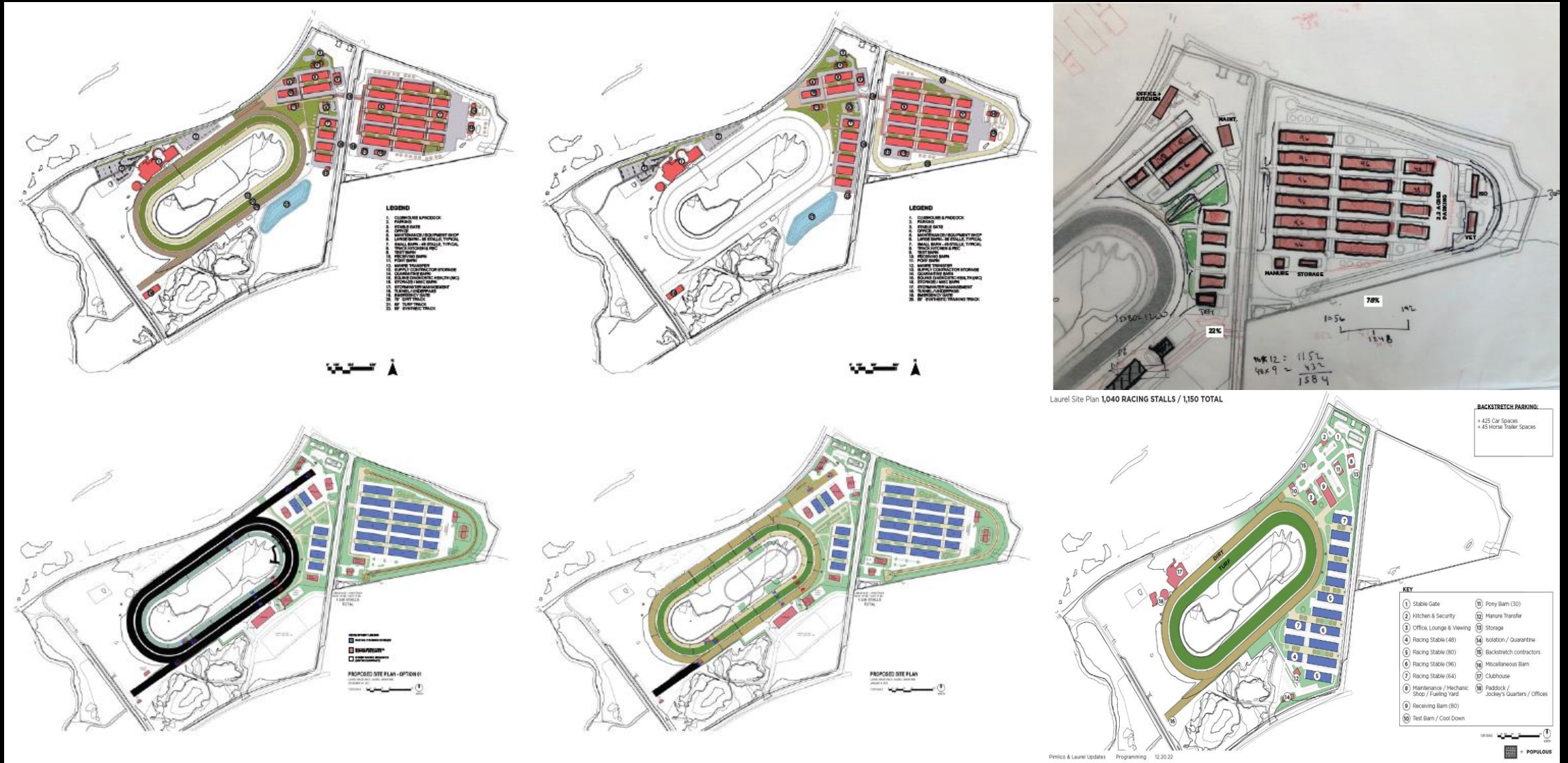
- Training and Racing Surfaces
 - Analyzed multiple scenarios and configurations:
 - 3-surface configurations at main oval (Dirt, Turf, Synthetic)
 - 2-surface configurations at main oval (Dirt, Turf)
 - Additional training gallop located on the Brock Bridge Road parcel.
 - Varied start locations – Track configurations based upon the backstretch layouts and clubhouse location resulted in different chute configurations.
 - How to address desired race distances – accommodate existing and highly desired race distances that do are not currently available in current layout.
 - All MSA generated scenarios and estimate assumed a complete replacement of the track surfaces and base materials given known failures of the tracks.
 - Exception being scenario where Laurel Park is a training only facility – replacement of dirt track only with no work to the turf track.
 - The addition of the a synthetic track surface requires a new infield access tunnel and ramps. Various locations and scenarios were analyzed.

Various Laurel Park Site Plan Concepts



* Sampling of plans developed over the course of the programming efforts.

Various Laurel Park Site Plan Concepts



* Sampling of plans developed over the course of the programming efforts.

Various Laurel Park Clubhouse Concepts

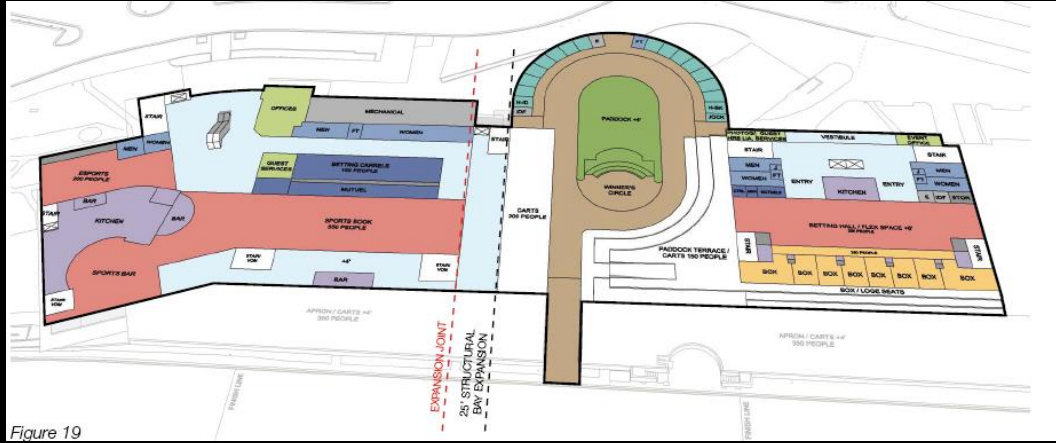


Figure 19

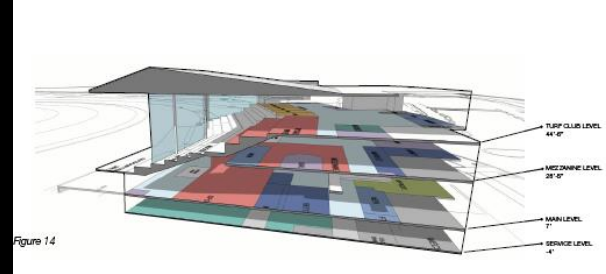


Figure 14

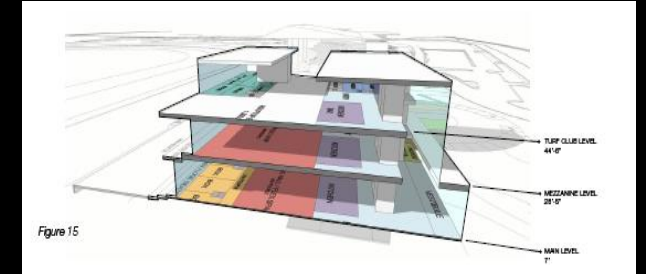


Figure 15

SPACE PROGRAM TABULATION

"CLUBHOUSE (5,100 CAPACITY)"	IDEALIZED PROGRAM
MULTI-USE ASSEMBLY FACILITIES	
1963 CLUBHOUSE	
Sports Bar / Sports Book	11,250
eSports	5,300
Level 2 - Mezzanine Club	4,410
Level 2 - Mezzanine Concessions Seating	1,450
Level 3 - Upscale Dining	6,470
Level 3 - Bowls / Breakout Space	3,020
Indoor Terraced Seating	12,910
President's Lounge	2,400
Public Restrooms	5,660
NEW CLUBHOUSE	
Event Hall / Flex Space	5,680
Event Hall / Bowls / Breakout Space	4,000
Level 2 - VIP	7,250
Public Restrooms	4,940
SUB-TOTAL	74,740
FOOD SERVICE	
1963 CLUBHOUSE	
Central Kitchen / Commissary / Storage	7,580
Main Level Kitchen	3,620
Main Level Bars	1,100
Level 2 - Kitchen	1,980
Level 2 - Concessions	1,650
Level 2 - Bars	1,270
Level 3 - Kitchen	2,180
Level 3 - Bars	430
Level 3 - Pantries	360
NEW CLUBHOUSE	
Main Level Kitchen / Service	690
Main Level Pantries	300
Level 2 - Kitchen / Service	690
Level 3 - Kitchen	415
Level 3 - Bar	275
SUB-TOTAL	22,440
CIRCULATION / FRONT OF HOUSE	
1963 CLUBHOUSE	
Main Level Entry / Lobby / Circulation	15,280
Level 2 - Circulation	8,260
Level 3 - Circulation	9,820
Guest Services / First Aid / Mother's Room	600
Betting Carrels	2,170
Mutuels	3,960
Stairs	9,845
Elevators	320
Escalators (replace SF in Main Level Circ.)	
NEW CLUBHOUSE	
Main Level Prefunction	4,380
Level 2 - Prefunction	2,820
Level 3 - Prefunction	2,700
Event Office	300
Guest Services / First Aid / Mother's Room	200
Mutuels	345
Stairs	6,000

Elevators	180
SUB-TOTAL	66,080
OPERATIONS / SUPPORT	
1963 CLUBHOUSE	
Loading Dock	
Receiving Dock / Trash / Recycling	970
Receiving Storage	680
Storage	880
MEPT	16,875
Service Corridor	8,320
Money / Vault	555
NEW CLUBHOUSE	
Storage	1,470
MEPT	1,000
Service Corridor	4,600
Maintenance Shop (located in Backstretch)	
SUB-TOTAL	35,250
RACING SUPPORT	
1963 CLUBHOUSE	
Jockey's Quarters	
Clerk of Scales	480
Waiting Room	150
Sika	600
Laundry	70
Physioclinic	450
Paddock Access Tunnel	750
Stewards Area	180
Fitness Center	550
Trunk Rooms	820
Bunk / Quiet Rooms	870
Lounge / Break Room	975
Restrooms / Family Toilets	220
Restrooms / Grooming	715
Showers	470
Locker Rooms	2,900
Valet's / Corridor	1,400
Men's Wet Zone / Sauna	720
Women's Wet Zone / Sauna	720
Storage	100
Cameras Room - Alternate Finish (Existing)	
NEW CLUBHOUSE	
Stewards / Officials	
Press	320
Timing	140
Judges	200
Stewards / Officials Viewing Rooms	430
Equibase	145
Announcer	140
Conference	480
Cameras Room	120
Break Room / Kitchenette	380
Restrooms	180
Secure Entry/Corridor	490
Electrical / Server	195
Horsemen's Liaison & Photographer	240
SUB-TOTAL	16,000

ADMINISTRATION	
Reception / Waiting / Entry Areas	600
MARKETING	
Marketing Director	240
Marketing Assistants	250
Marketing Support	120
General Manager	240
GM's Assistant	120
Head of Racing & Support Staff	480
Ticketing / Group Sales	480
CONFERENCE ROOMS	
Main Conference Room	340
Small Conference Room 1	210
Small Conference Room 2	210
Conference Room Pantries	165
Copy Room	150
Break Rooms / Kitchen	300
Storage	800
Employee Toilets	600
PARIMUTUEL / MONEY	
Mutuels Office	875
Money / Count / Vault	450
Sally Port	450
Artists	520
Security	600
Support	460
Circulation	1,250
SUB-TOTAL	9,710

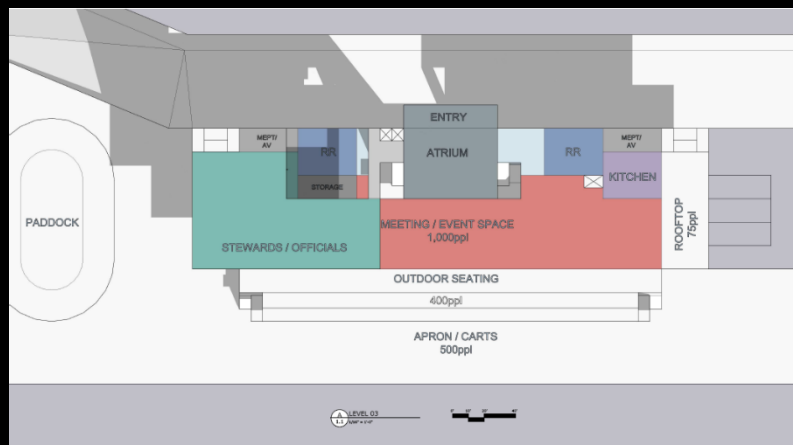
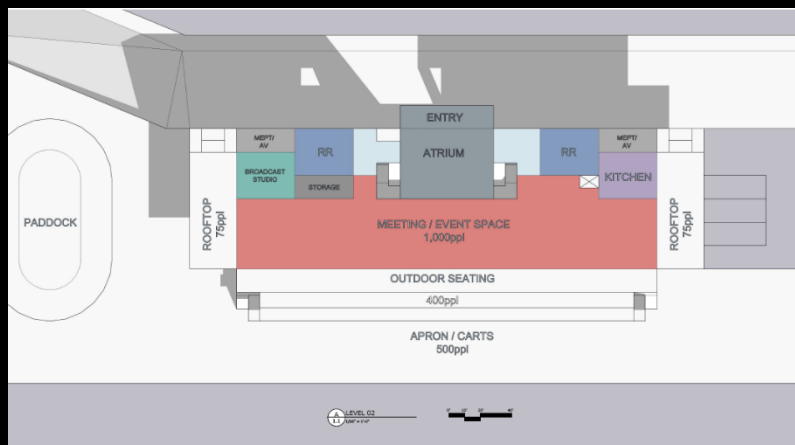
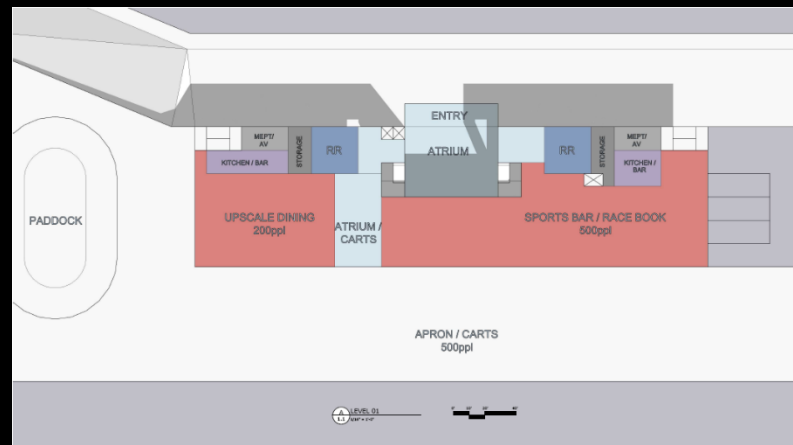
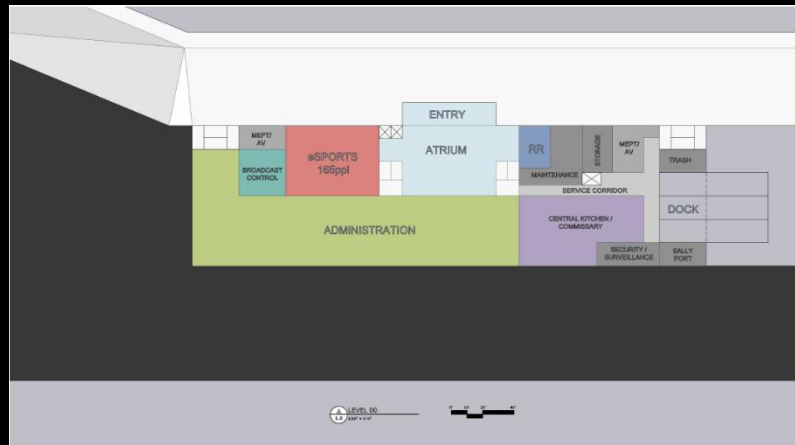
UNCONDITIONED / OUTDOOR AREAS	
1963 CLUBHOUSE	
Apron / Carts / Outdoor Seating	15,000
Outdoor Terraced Seating	9,100
Balconies	660
NEW CLUBHOUSE	
Apron / Carts / Outdoor Seating	22,600
Level 2 - Outdoor Seating / Balconies	13,190
Rooftop	10,280
SUB-TOTAL	70,830
GROSS CLUBHOUSE AREA	295,030

Table 8

*Fall 2021 concept. Approximately 295K SF concept that combines large scale renovation and new. Fits early program desires but not in an efficient or cost effective manner.

Various Laurel Park Clubhouse Concepts

*Updated 2021 Programming - 100,382 Clubhouse + 12,000 Jockey Quarter = 112,382 SF



CLUBHOUSE (3,665 Capacity)	Idealized Program	Capacity
MULTI-USE ASSEMBLY FACILITIES		
Sports Bar / Sports Book	11,410	500
eSports Venue	2,700	165
Upscale Dining	5,512	200
Meeting / Event Space	13,066	1,000
Public Restrooms	4,590	
SUB-TOTAL	37,278	1,865
FOOD SERVICE		
Central Kitchen / Commissary / Storage - Level 00	3,150	
Level 01 - Sports Bar Kitchen	690	
Level 01 - Upscale Dining Kitchen	788	
Level 02 - Meeting / Event Space Kitchen	1,125	
SUB-TOTAL	5,753	
CIRCULATION / FRONT OF HOUSE		
Main Level Atrium/Lobby / Vestibule	4,000	250
Level 1 - Prefunction / Circulation / Carts	3,165	100
Level 2 - Prefunction / Circulation	1,440	
Stairs (includes outdoor stairs @ Outdoor Seating)	5,757	
Elevators	216	
SUB-TOTAL	14,578	350
OPERATIONS / SUPPORT		
Loading Dock		
Receiving Dock / Trash / Recycle	450	
Storage	2,108	
MEPT/AV	3,600	
Broadcast Studio	1,125	
Broadcast Control Room	900	
Service Corridors (Lvl 00 & Lvl 03) & Receiving	2,000	
Security / Surveillance	1,050	
Maintenance	1,000	
SUB-TOTAL	12,233	
RACING SUPPORT		
STEWARDS / OFFICIALS	7,200	
SUB-TOTAL	7,200	
ADMINISTRATION		
ADMINISTRATION	10,350	
SUB-TOTAL	10,350	
UNCONDITIONED / OUTDOOR AREAS		
Outdoor Terraced Seating	8,490	400
Rooftop	4,500	300
Apron / Carts		750
SUB-TOTAL	12,990	1,450
GROSS CLUBHOUSE AREA + CAPACITY	100,382	3,665
PADDOCK / JOCKEY'S QUARTERS		
Saddling stalls (16 total, 10'x12', Racing & Outriders)	2,768	
Jockey's Quarters	12,000	
SUB-TOTAL	14,768	
WALKING RING SITE		
Seamless Rubber walking path (15' wide)	8,544	
Inside of walking ring (seamless rubber flooring)	3,257	
Winner's Circle	920	
SUB-TOTAL	12,721	

Various Laurel Park Clubhouse Concepts

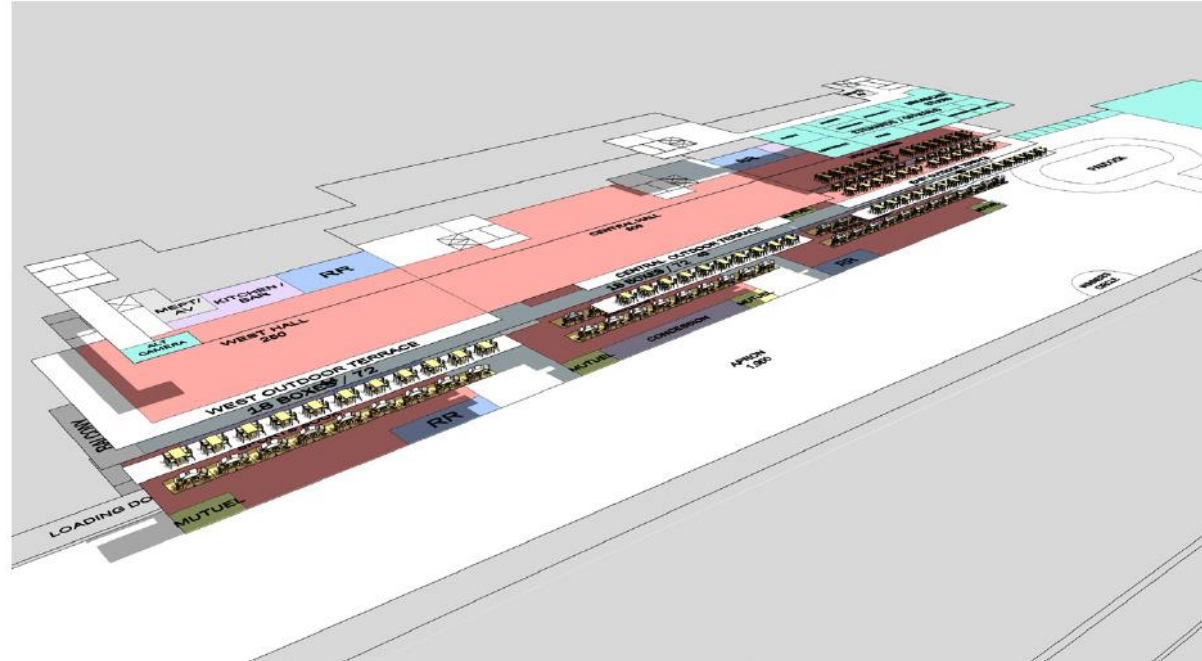
Laurel Clubhouse Program Summary

A. Clubhouse

Room / Functional Space	amount	sf	Occupants
Indoor Space			
Assembly Facilities	-	48,150	-
01 - Paddock Lounge	-	-	350
01 - Simulcast	-	-	250
01 - Sports Book	-	-	250
02 - Boxes	20	-	240
02 - Lounge / Club	-	-	300
03 - Flexible Event Space	-	-	850
03 - Upscale Dining	-	-	300
Food Service	-	10,870	-
Circulation - Customer Facing	-	27,795	85
Administration & Guest Services	-	12,140	-
Racing Support	-	4,700	-
Operations & Support	-	23,845	-
Sub-Total		127,500	2,625
Outdoor Space			
Apron	-	-	1,000
Outdoor Terraced Seating	-	3,200	145
Balconies	-	4,480	-
Sub-Total		7,680	1,145
TOTAL GSF		135,180	3,770

B. Paddock & Racing Operations

Room / Functional Space	amount	sf	Occupants
Facilities			
Jockey's Quarters	-	12,000	-
Saddling Stalls (Racing & Outriders)	16	2,500	-
Owners / Trainers / MTHA	-	2,400	-
TOTAL GSF		16,900	-

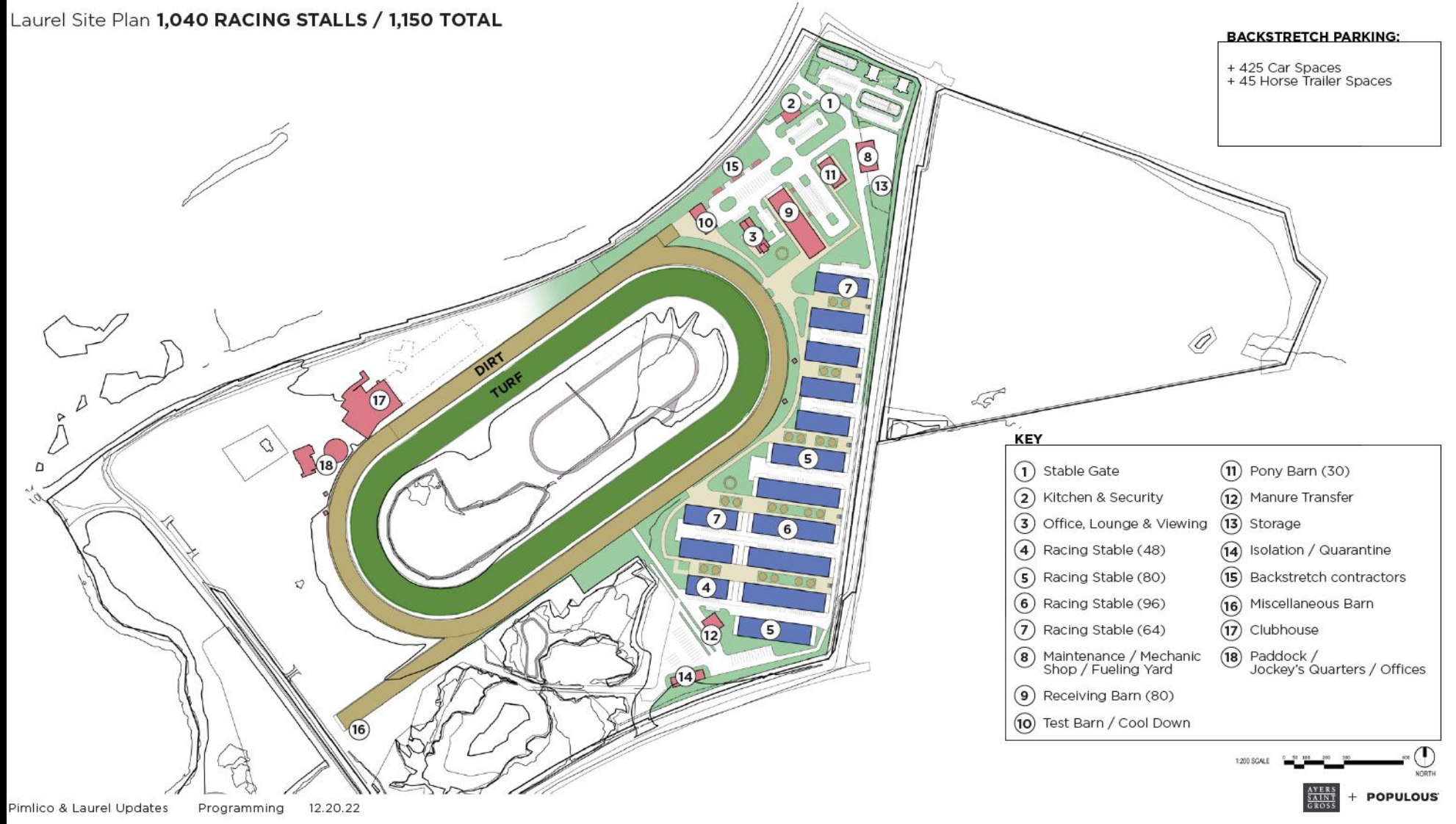


*Concept Plan generated based upon Fall 2022 MTHA program desires



Finalized Laurel Park Concept Plan

Laurel Site Plan **1,040 RACING STALLS / 1,150 TOTAL**

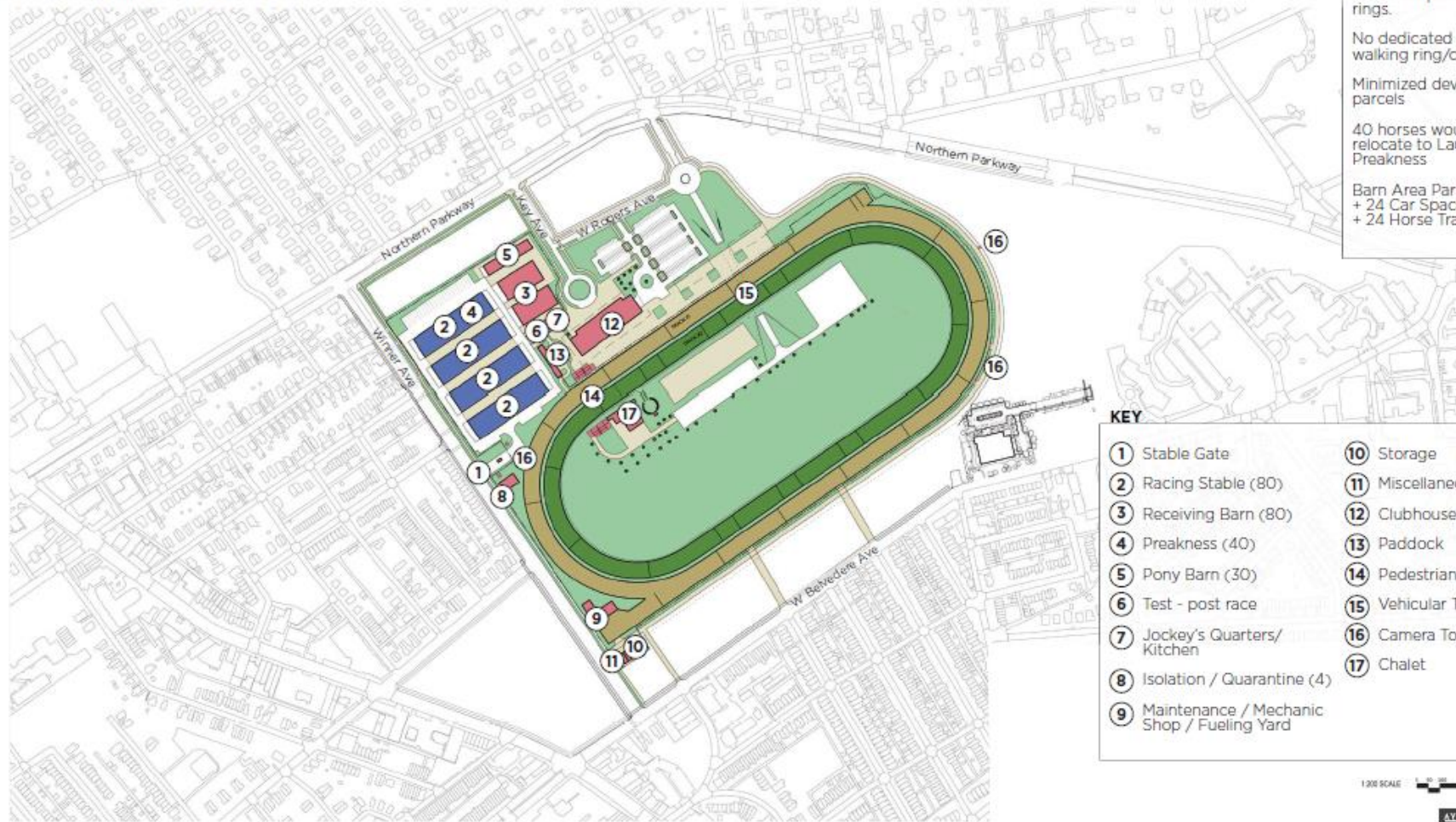


*Consolidated Operations Concept Plan Generated in December 2022.

Finalized Pimlico Concept Plan

Pimlico Site Plan Option 01 **320 RACING STALLS / 430 TOTAL / PIMLICO+LAUREL = 1,360 RACING STALLS**

FOR REFERENCE ONLY. THE CONTENT PROVIDED IS FOR CONCEPTUAL DEVELOPMENT AND DO NOT REFLECT FINAL ARCHITECTURAL SOLUTIONS



NOTES / CONSIDERATIONS

- No round pens or walking rings.
- No dedicated Preakness walking ring/compound
- Minimized development parcels
- 40 horses would have to relocate to Laurel during the Preakness
- Barn Area Parking
+ 24 Car Spaces
+ 24 Horse Trailer Spaces

KEY

- | | |
|--|----------------------|
| ① Stable Gate | ⑩ Storage |
| ② Racing Stable (80) | ⑪ Miscellaneous Barn |
| ③ Receiving Barn (80) | ⑫ Clubhouse |
| ④ Preakness (40) | ⑬ Paddock |
| ⑤ Pony Barn (30) | ⑭ Pedestrian Tunnel |
| ⑥ Test - post race | ⑮ Vehicular Tunnel |
| ⑦ Jockey's Quarters/ Kitchen | ⑯ Camera Towers |
| ⑧ Isolation / Quarantine (4) | ⑰ Chalet |
| ⑨ Maintenance / Mechanic Shop / Fueling Yard | |

1:200 SCALE

AVRIL SAINT-ARNAUD + POPULOUS

Finalized Pimlico Concept Plan – Redevelopment Parcel Mapping



	Current Track Configuration Layout (Assuming track not rotated)	Preferred Current Concept
Development Between Northern Parkway and Racing Facility	10.2	9.08
Development Between West Belvedere and Racing Facility	3.1	6.79
Development Parcel Winner Ave. / Park Heights Corner	10	10
Total Development Parcels Available	23.3	25.87
Infield	26.4	0

Comparison Charts

		Legislative Assumption		2021 Program		Updated MJC Program		Updated MJC Pimlico / MTHA Laurel Park		Dual Operations - Consolidated Backstretch		Dual Operations - Infield Backstretch		Dual Operations - Pimlico Consolidated / Laurel Park Training Only	
		P	L	P	L	P	L	P	L	P	L	P	L	P	L
Clubhouse	GSF	65,000	120,000	101,699	112,382	132,272	112,382	132,272	152,080	101,699	173,906 (164,906 Life Safety Reno / 9,000 New)	101,699	173,906 (164,906 Life Safety Reno / 9,000 New)	101,699	12,000
	Conditioned SF	Not Broken Out	Not Broken Out	73,675	99,392	91,260	99,392	91,260	141,900	73,675	Not Broken Out	73,675	Not Broken Out	73,675	12,000
	Non-Conditioned SF	Not Broken Out	Not Broken Out	28,024	12,990	41,012	12,990	41,012	10,180	28,024	Not Broken Out	28,024	Not Broken Out	28,024	0
Tracks	Dirt	7/8 Mile - 70' W	No Improvement	1 mile - 70' W	1 Mile - 70" W	1 mile - 70" W	1 Mile - 70" W	1 mile - 70" W	95' W	1 mile - 70" W	95' W	1 mile - 70" W	95' W	1 mile - 70" W	In-Kind Replacement
	Turf	70' W	No Improvement	7 Furl. - 70" W	100' W	7 Furl. - 70" W	100' W	7 Furl. - 70" W	85' W	7 Furl. - 70" W	142' W	7 Furl. - 70" W	142' W	7 Furl. - 70" W	No Improvement
			New synthetic - us some of existing dirt and some of existing turf footprints.												
	Synthetic	N/A		N/A	60' W	N/A	60' W	N/A	55' W	N/A	N/A	N/A	N/A	N/A	N/A
	Additional Alternative	N/A	N/A	N/A	Brock Bridge	N/A	Brock Bridge	N/A	Brock Bridge	N/A	ValleyCourt	N/A	N/A	N/A	N/A
Backstretch Stall Count	Racing Stalls	0	Salvage and reuse of 5 existing	0	1,448	48 (permanent)	1,448	48 (permanent)	1,472	320	1,040	336	1,040	320	1,040
	Total Stalls	0		0	1,528	48 (permanent)	1,528	48 (permanent)	1,584	430	1,150	446	1,150	430	1,150
Infield Structure / Canopies	Infield Structure	0	N/A	126,000	N/A	0	N/A	0	N/A	0	0	0	0	0	0
	Clubhouse Canopy	0	No Canopy	0	N/A	155,000	N/A	155,000	N/A	58,000	0	58,000	0	58,000	0
	Additional Canopy Coverage	0	N/A	0	N/A	with Clubhouse	N/A	with Clubhouse	N/A	63,000	0	63,000	0	63,000	0

Various Concept Cost Estimate Summary

	Program Developed / Pricing Revised to Current Market Conditions	Pimlico	Laurel	Total Cost	Pimlico Mid-25 / Laurel Mid-27
MJC Baseline Program Established in Winter 2021- Updated to Current Market	Winter 2021 / December 2022	\$249	\$342	\$591	\$685
MJC Updated Baseline Program with Pimlico Change Requests - Updated to Current Market	Early Fall 2022 / December 2022	\$280	\$342	\$622	\$736
Updated MJC Pimlico Program / MTHA Laurel Park Program	Fall 2022 / December 2022	\$280	\$371	\$651	\$760
Alternative MTHA Dual Year Round - Consolidated Backstretch at Pimlico	December 2022 / December 2022	\$281	\$218	\$499	\$569
Alternative MTHA Dual Year Round - Infield Backstretch at Pimlico	December 2022 / December 2022	\$291	\$218	\$509	\$580
Alternative MTHA Dual Year Round - Consolidated Backstretch at Pimlico and Laurel Park as a Training Facility Only	January 2023 / January 2023	\$281	\$185	\$466	\$527
		Pimlico	Laurel	Total Cost	Pimlico Mid-25 / Laurel Mid-27
MJC Baseline Program Established in Winter 2021- Updated to Current Market	Winter 2021 / December 2022	\$249	\$342	-\$251	-\$277
MJC Updated Baseline Program with Pimlico Change Requests - Updated to Current Market	Early Fall 2022 / December 2022	\$280	\$342	-\$282	-\$328
Updated MJC Pimlico Program / MTHA Laurel Park Program	Fall 2022 / December 2022	\$280	\$371	-\$311	-\$352
Alternative MTHA Dual Year Round - Consolidated Backstretch at Pimlico	December 2022 / December 2022	\$281	\$218	-\$159	-\$161
Alternative MTHA Dual Year Round - Infield Backstretch at Pimlico	December 2022 / December 2022	\$291	\$218	-\$169	-\$172
Alternative MTHA Dual Year Round - Consolidated Backstretch at Pimlico and Laurel Park as a Training Facility Only	January 2023 / January 2023	\$281	\$185	-\$126	-\$119
			Est Funds Available	\$340	\$408

Our Initial Responsibilities

- Report by December 1st on:
 - 1) the progress of the Pimlico and Laurel Park redevelopment plans;
 - 2) the feasibility of establishing at least two alternative thoroughbred training facilities;
 - 3) best practices for thoroughbred industry operating models and recommendations for operating models in the State.